



Final EIS Scoping Summary Report

for
**U.S. Highway 6
from I-15 to I-70**

March 2003



**Utah Department of
Transportation
Project No. SP-0006(51)172**

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1.0 Introduction

1.1 Purpose

The Utah Department of Transportation (UDOT) is beginning to evaluate, through an Environmental Impact Statement (EIS), alternatives to address safety and highway capacity improvements to US 6 from I-15 to I-70. The purpose of this report is to summarize the public scoping activities and comments received during the scoping period. Scoping is the first step in the EIS process and involves using public and agency participation to develop alternatives and identify issues. Scoping also helps determine needs, objectives, resources and constraints, potential options, and requirements for screening criteria. This report will help UDOT identify potential environmental concerns and alternatives to be considered in the EIS.

1.2 Background

The US 6 study area extends from I-15 at Spanish Fork to I-70 near Green River. The primary concern in the corridor is the perception that the roadway is unsafe. HDR Engineering, Inc. (HDR), UDOT's environmental and engineering consultant on this project, recently completed a safety study of the entire US 6 corridor and identified several immediate improvements that would address safety on the roadway. The study also noted that additional transportation capacity is needed along the US 6 corridor as a result of increasing traffic demand. Based on this information, UDOT initiated additional evaluation of the corridor through the EIS process. The goal of this study is to examine all reasonable alternatives and analyze the environmental and human effects of these alternatives.

This document is a tool to ensure that analytical efforts for the EIS are focused on the appropriate issues. All public and agency comments are considered for this project and have been included in this report. Comments were catalogued by name, comment code, and method. A total of 62 comments were received from the public and 18 comments were received from agency representatives. Many comment forms addressed several different issues. Over 345 individual issues were raised during the scoping period. These issues are identified in Section 4.0, Guide to Comments.

2.0 Summary of Public Scoping Meeting Activities

This section summarizes UDOT's public meeting procedures including preparation, notification, open house activities, and comments received during the scoping portion of the US 6 EIS project. The scoping meetings were conducted by HDR in conjunction with the release of the findings of the US 6 Safety Study.

2.1 Public Scoping Meeting Notification

To initiate the EIS process, a Notice of Intent was released in the *Federal Register* on 24 October 2002 announcing the start of the scoping process including public meetings (see Appendix A). To notify the public of the scoping meetings in the project area, the following methods were used.

1. The first press release was prepared by HDR and sent out by UDOT to the media on 2 December 2002. UDOT sent the press release again on 9 December 2002.
2. About 1,500 flyers were distributed to individuals on the mailing list and were posted along the corridor. Of those, about 200 flyers were left at the Smith's grocery store in Price for distribution in shopping bags on 27 November 2002. Additional flyers were posted on the College of Eastern Utah campus and in the Price city offices.
3. On 27 November 2002, flyers were door-dropped at most businesses along Main Street in Green River. About 100 flyers were left at two grocery store outlets in Green River for distribution.
4. Nearly 285 individuals were notified by e-mail of the meeting.
5. A 3×7-inch display advertisement was placed in the following periodicals:
 - a. *Moab Times Independent Weekly* on 28 November 2002
 - b. *Price Sun Advocate* on 4 December 2002
 - c. *Springville Herald* on 4 December 2002
 - d. *Spanish Fork Press* on 5 December 2002
 - e. *Provo Daily Herald* on 3 December and 11 December 2002
 - f. *Salt Lake City Tribune* and *Deseret News* on 3 December and 10 December 2002

6. Meeting announcements were posted on the www.udot.utah.gov/us6 Web site with additional project information. The Web site address was included on all meeting materials, including the press releases and display ads.

The above materials are provided in Appendix B.

2.2 Public Scoping Open Houses

In December 2002, UDOT held four open house–format public scoping meetings. The public scoping open house dates were:

- 4 December 2002: Price, UT
- 5 December 2002: Green River, UT
- 11 December 2002: Spanish Fork, UT
- 12 December 2002: Draper, UT

There were about 105 attendees at the public scoping open houses and 62 comments were received. Those comments are included in this report.

The first open house was held on 4 December 2002 at the College of Eastern Utah in Price from 4:00 to 7:00 PM. A total of 42 people signed the register and 21 comments were received. Several of the attendees had previously attended meetings held during the US 6 Safety Study and expressed pleasure at the recent improvements made along the corridor.

The second open house was held on 5 December 2002 at the Green River High School in Green River from 4:00 to 7:00 PM. The meeting was held in the cafeteria during the junior varsity girls' basketball game. There were 28 individuals that signed the register and 18 comments were received.

The third open house was held on 11 December 2002 at the Spanish Fork Senior Citizens Center in Spanish Fork from 4:00 to 7:00 PM. A total of 28 people signed the register and 6 comments were received. This meeting was unique in that the attendees remained at the meeting for a great deal of time, quizzing the project team and learning more about the environmental process.

The final public open house was held on 12 December 2002 at the Factory Outlet Stores in Draper from 4:00 to 7:00 PM. UDOT requested that HDR hold meetings outside the project corridor and closer to Salt Lake City in an attempt to draw the individuals who travel the roadway for recreation and business purposes. While this location has been successful for past projects, it was not successful in drawing the desired stakeholders for the US 6 project. There were 7 individuals that signed the register and no comments were received.

Following the meetings, an additional 9 comments were received by mail from individuals who attended the meetings. An additional 8 comments were received by e-mail.

2.3 Public Scoping Meeting Format

The following is the general format of the public scoping meetings:

- The public was encouraged, but not required, to sign in at the registration desk.
- Displays included study area maps and informational boards. Handouts were also available. These are included in Appendix B.
- Project team members presented information about the project in an open house format. No formal presentation was given.
- Comment forms were distributed so that attendees could either submit a written comment during the meeting or mail the comment after the meeting.

Comments were received by the following methods:

- Comment forms at the public meetings (45)
- E-mail (8)
- Mail (9)

3.0 Summary of Agency Scoping Meeting Activities

An additional scoping meeting was held at UDOT Region 3 on 8 January 2003 to solicit agency comments regarding the project. Letters of notification were mailed in November to about 48 agencies representing interests in the corridor. These letters invited the agencies to attend the agency scoping meeting, requested their participation as cooperating agencies for the US 6 EIS, and solicited their comments on the corridor. A second invitation and comment solicitation letter were mailed in December. Copies of these letters and the mailing list are included in Appendix A.

There were 29 attendees at this meeting including project team members, and 18 comments were submitted. These comments are summarized in Section 5.0, US 6 Comments. The letters and the agency scoping meeting minutes can be viewed in Appendix C.

3.1 Cooperating Agencies

Several agencies submitted comments pertinent to various elements of the project. Those comments are summarized in Section 5.0, US 6 Comments. Other agencies did not submit comments but sent letters responding to the request for their participation as cooperating agencies during the US 6 EIS. Those comments are summarized below.

- The U.S. Geological Survey wrote to offer HDR access to information stored in their databases via the internet; however, they declined to participate as a coordinating agency in the US 6 EIS. A-003-1
- The U.S. Bureau of Land Management agreed to participate as a cooperating agency on the US 6 project. A-002-1
- The U.S. Fish and Wildlife Service agreed to be a cooperating agency and assist in reviewing and consulting on relevant technical studies and participating in other associated EIS activities. They later submitted comments specific to the project. A-004-1, A-013-1,2,3,4
- The U.S. Bureau of Reclamation indicated in writing that they were undecided about participating as a cooperative agency in the US 6 EIS. A-005-1

- The U.S. Department of Agriculture, US Forest Service, Manti-La Sal National Forest submitted a letter declining to participate as a cooperating agency in the US 6 EIS because of the distance from the roadway to their boundary. A-006-1
- The Federal Emergency Management Agency (FEMA) letter indicated that the agency did not feel that they would bring any significant contributions to the project, but agreed to coordinate if relevant impacts in the corridor were identified. A-007-1
- The Utah Department of Natural Resources advised HDR that they have provided comments through the state's Resource Development Coordinating Committee; however, they added that if more comments were warranted, they would respond in the upcoming weeks.
- The U.S. Army Corps of Engineers (COE) agreed in their letter to participate as a coordinating agency in the US 6 EIS.

4.0 Guide to Comments

There will be continued opportunities for public input throughout the environmental review process, and comments will continue to be welcomed throughout the project. The scoping period ended on 10 January 2003. Comments needed to be received by that date to be included in the Scoping Summary Report. However, several agencies that had not submitted comments by the deadline were contacted once more by telephone and were given an extended deadline of 25 January 2003. All written comments are included in Appendix C.

Each written letter/comment was reviewed as it was received. A single paragraph may have contained several issues. Each issue was tagged and numbered according to resource areas. All issues will be considered, and a summary of all comments is presented in Section 5.0, US 6 Comments.

4.1 Comment Coding

The following letters and numbers are used to represent individual comments that were received and coded.

- Code 1
 - P = Comments received from the **public** during the scoping period (24 October 2002 – 25 January 2003).
 - A = Comments received from an **agency** during the scoping period (24 October 2002 – 25 January 2003).
- Code 2
 - Sequential number assigned to each comment letter for each scoping period (not necessarily in the order received).
- Code 3
 - Specific issues identified and numbered sequentially within each comment; many comments contained several different specific issues, which must be considered individually.

Table 4-1 lists all comments received during the US 6 EIS scoping period, according to name, comment number, and method.

Table 4-1. Comments Received during the Scoping Period

Name	Comment Number	Method
Mistie Park	P-001-1,2,3,4,5,6	Meeting
Lesley Emery	P-002-1,2,3,4,5,6	Meeting
Jeff Adams	P-003-1,2,3,4,5,6	Meeting
Kathryn Emery	P-004-1,2,3,4,5,6,7,8,9	Meeting
Brittni Helm	P-005-1,2,3,4,5	Meeting
Ember Blueggel	P-006-1,2,3,4	Meeting
Mandy Voorhees	P-007-1,2,3,4,5	Meeting
Kathryn E. Emery	P-008-1,2,3,4	Meeting
Joanne Drysdale	P-009-1,2,3,4,5,6	Meeting
Tasha Behling	P-010-1,2,3,4,5	Meeting
Mary Emery	P-011-1,2,3,4,5	Meeting
Shandalon Minus	P-012-1,2,3,4,5	Meeting
Rosemary Motte	P-013-1,2,3,4	Meeting
Jenna McDonald	P-014-1,2	Meeting
Jennifer Harwood	P-015-1,2,3,4,	Meeting
Amy Griffiths	P-016-1,2,3,4,5,6	Meeting
	P-017-1,2,3,4,5	Meeting
	P-018-1	Meeting
Jared Rounds	P-019-1,2,3,4,5,6,7	Meeting
Laura Burrows	P-020-1,2,3,4,5	Meeting
Ralph Hardman	P-021-1,2,3,4,5	Meeting
Royd Hatt	P-022-1,2,3,4,5	Meeting
	P-023-1,2,3,4	Meeting
	P-024-1,2,3	Meeting
Kayce Fluckes	P-025-1,2,3,4,5	Meeting
Toni Hatt	P-026-1,2,3,4	Meeting
Kalynn Fail	P-027-1,2,3,4	Meeting
Nolan Johnson	P-028-1,2,3,4,5,6	Meeting
Sharon Johnson	P-029-1,2,3,4,5	Meeting
Blaine Luke	P-030-1,2,3,4,5	Meeting
Mary Ann Luke	P-031-1,2,3,4	Meeting
Kathy Brady	P-032-1,2,3,4,5,6,7,8	Meeting

Name	Comment Number	Method
Larry W. Rowley	P-033-1,2,3	Meeting
	P-034-1,2,3,4,5,6,7	Meeting
	P-035-1,2,3,4	Meeting
Dale Bickards	P-036-1,2,3,4	Meeting
John Enamouspe	P-037-1,2,3	Meeting
Norm Richardson	P-038-1,2,3,4,5,6	Meeting
Sonya Ray	P-039-1,2,3,4	Meeting
Kathy Foster	P-040-1,2,3	Meeting
Loraine Davis	P-041-1,2,3,4,5,6,7	Meeting
Gary Ogborn	P-042-1,2,3,4,5,6	Meeting
Mark Nelson	P-043-1,2	Meeting
Dean S. Allan	P-044-1	Meeting
	P-045-1,2,3	Meeting
Ann Smith	P-046-1,2,3	Mail
Eldon Bradley	P-047-1	Mail
Jessica Jenkins	P-048-1,2,3,4,5,6	Mail
	P-049-1,2,3,4,5	Mail
	P-050-1,2,3,4	Mail
Howard Creer	P-051-1,2,3,4,5	Mail
Bert Collins	P-052-1,2,3,4,5,6	Mail
Allen Sanderson	P-053-1,2,3	Mail
Ronald Davis	P-054-1,2,3,4,5,6,7	Mail
Todd Moon	P-055-1	E-mail
Tom Gnojek	P-056-1	E-mail
Richard Quist	P-057-1,2	E-mail
John Bryant	P-058-1,2,3,4	E-mail
Kathy Colombo	P-059-1	E-mail
Susan Lightfoot	P-060-1,2,3,4,5	E-mail
Mike Olsen	P-061-1	E-mail
Tom Gnojek	P-062-1,2	E-mail
U.S. Environmental Protection Agency	A-001-1 to A-001-40	Mail
U.S. Bureau of Land Management	A-002-1	Mail
U.S. Geological Survey	A-003-1	Mail
U.S. Fish and Wildlife Service	A-004-1	Mail
U.S. Bureau of Reclamation	A-005-1	Mail
U.S. Forest Service	A-006-1	Mail
Federal Emergency Management Agency	A-007-1	Mail

Name	Comment Number	Method
Utah Governor's Office of Planning and Budget	A-008-1,2,3,4,5,6,7,8,9,10,11,12	Mail
Timbo-Nebo Soil Conservation District	A-009-1,2,3,4,5,6	Mail
Linda Whitham, Nature Conservancy of Utah	A-010-1	Mail
Utah Department of Natural Resources	A-011-1	Mail
U.S. Army Corps of Engineers	A-012-1	Mail
U.S. Fish and Wildlife Service	A-013-1,2,3,4	Mail
Utah Governor's Office of Planning and Budget	A-014-1	Mail
Utah Division of Water Quality	A-015-1,2	Mail
Utah Division of Environmental Response and Remediation	A-016-1,2	Phone
Craig Axford, Utah Environmental Congress	A-017-1,2,3,4,5,6	E-mail
Tim Wagner, Southern Utah Wilderness Alliance	A-018-1,2	Mail

Table 4-2 breaks the comments down by the number of comments in each resource area and what percentage of the total they represent.

Table 4-2. Breakdown of Public Comments by Resource Area

Resource Area	Number of Comments	Percent of Total (%)
Purpose and Need	35	10
Alternatives	161	46.5
Road Design Alternatives	49	14.2
Safety Improvement Alternatives	58	16.8
Mass Transit Alternatives	1	0.2
Areas of Priority Alternatives	53	15.3
Affected Environment	102	29.5
Land Use	0	0
Farmland	0	0
Social	5	1.4
Relocation	0	0
Economic	1	0.2
Joint Development	2	0.6
Pedestrians and Bicyclists	0	0
Air Quality	4	1.1
Noise	0	0
Water Quality	20	5.8
Wetlands/Waters of the U.S.	11	3
Water Body Modification and Wildlife	40	11.6
Floodplains	1	0.2
Threatened and Endangered Species	8	2.3
Historic, Archaeological, and Paleontological Resources	1	0.2
Hazardous Waste Sites	2	0.6
Visual	0	0
Energy	0	0
Cumulative Impacts	5	1.4
Wild and Scenic Rivers	2	0.6
Public Involvement	48	14

5.0 US 6 Comments

5.1 Purpose of and Need for Action (34)

During the public scoping period, 34 comments were received regarding the purpose of and need for action on US 6. All but two of these comments supported the purpose of and need for action on US 6.

- Highway 6 should not be put at the bottom of the list for things to do. (1) P-002-3
- I almost “bought the farm” last week just past Soldier Summit. (1) P-003-4
- Highway 6 is the deadliest highway. It needs to be safer. (2) P-005-4, P-061-1
- I get really nervous driving Highway 6. (1) P-005-5
- I never know if I will be one of the unfortunate who wrecks. (1) P-006-4
- I think we need to focus on the issue of improving US 6. (3) P-011-1, P-003-3, A-009-1
- Keep going on the improvements to US 6. We still have a ways to go. (1) P-011-5
- I think the road is fine if people would drive the way God meant them to. (1) P-013-4
- Anything to make the highway safer is okay with me. (2) P-019-6, P-015-4
- I think we should repair as much of US 6 as we can for the money available. (1) P-023-2
- Pick a location and do something. (1) P-027-3
- From experience in traveling that highway, there are problems from one end to the other. (1) P-028-5
- I don’t like short-term fixes. Why not spend the money and do it right. (1) P-029-2
- I would love to see work started ASAP [as soon as possible] because of all the accidents. (1) P-032-5
- Trucks are a big problem on US 6. (1) P-032-7

- It doesn't matter where you are, I have to pull off the road to keep from getting hit. (1) P-036-3
- Slow traffic causes a lot of problems. (1) P-038-4
- The governor and state legislators should consider this a top priority, no matter what. (1) P-041-7
- Another consideration is the school buses on US 6. (1) P-042-2
- Have US 6 designated as an I-70 Alternative or I-15 Alternative to make sure it is addressed. (1) P-052-1
- Speed is the big problem on US 6. (4) P-054-1, P-057-1, P-060-2, P-013-1
- The road is out-of-date for 65 and 70 miles per hour. (1) P-054-5
- The yellow dividing lines disappeared on the area of new construction just before the first cement bridge. In Utah County. (1) P-060-1
- US 6 needs to be addressed immediately because of the high number of wrecks on the roadway. The mineral resources in Carbon and Emery Counties could put 500,000 people to work. Don Burge, the head Chair of the Geology Department at the College of Eastern Utah, could inform you of how a four-lane infrastructure could be an economic advantage. (1) P-009-6
- UDOT should teach people how to drive; the road is fine. (1) P-046-1
- Study should include an objective measure for evaluating how closely alternatives address the need. (1) A-001-32, A-001-26
- Study should include an explanation of the model. (1) A-001-33

5.2 Alternatives (161)

During the public scoping meetings, 161 public comments focused on design alternatives. The comments have been arranged into four categories: Road Design Alternatives, Safety Improvement Alternatives, Mass Transit Alternatives, and Area of Priority Alternatives. The actual comments are attached in Appendix C. A summary of the comments is included below.

5.2.1 Road Design Alternatives (49)

- Widen the road along US 6. (6) P-014-1, P-017-1, P-031-1, P-037-1, P-038-1, P-040-1
- Add more lanes along US 6. (4) P-015-2, P-016-1, P-027-2, P-031-1
- Add more passing lanes. (5) P-001-5, P-038-3, P-048-1, P-048-4, P-052-6
- Widen US 6 to a four-lane freeway. (27) P-003-1, P-004-3, P-009-1, P-012-2, P-020-2, P-022-1, P-022-5, P-025-1, P-026-1, P-026-4, P-027-1, P-028-1, P-029-1, P-030-2, P-032-1, P-032-7, P-035-1, P-036-1, P-039-1, P-041-3, P-042-1, P-048-2, P-049-1, P-050-1, P-051-1, P-052-2, P-055-1
- Don't widen all of US 6 to four lanes. (1) P-034-1
- I think US 6 should bypass Wellington. (3) P-021-1, P-049-5, P-050-2
- I think trucks should have a separate road. (1) P-007-1
- I suggest adding mandatory pullout lanes to US 6. (2) P-060-5, P-030-1

Figure 5-1 depicts the number of comments focusing on Road Design Alternatives.

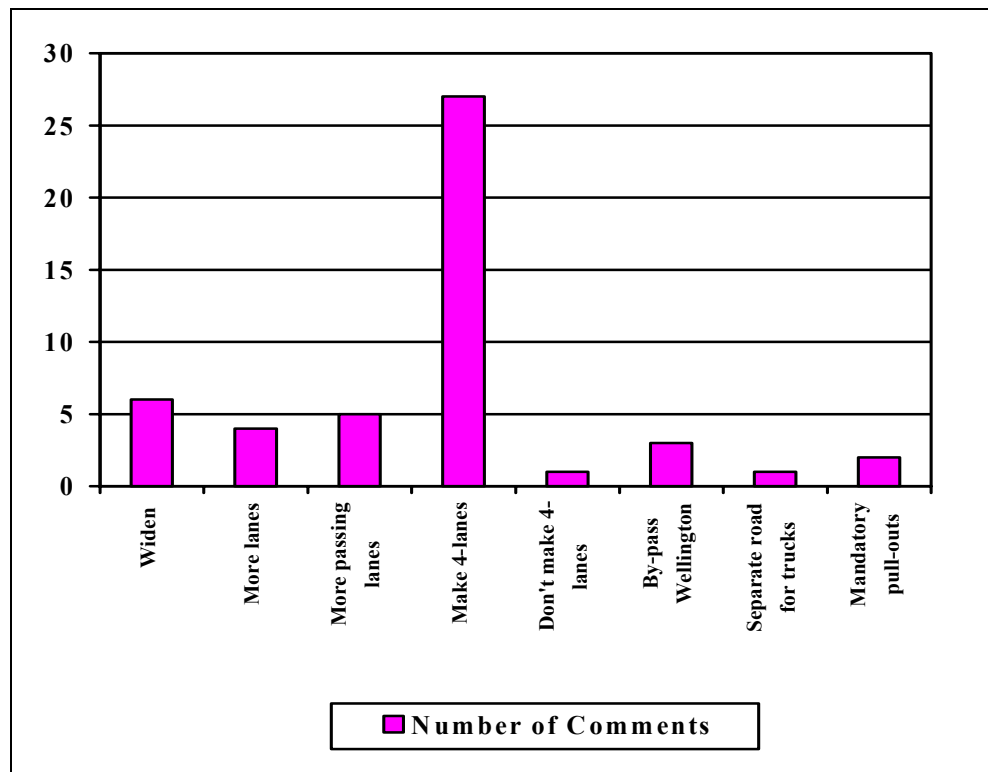


Figure 5-1. Road Alternative Comments

5.2.2 Safety Improvement Alternatives (58)

- Address the lack of cell phone coverage along the corridor. (2) P-001-6, P-060-4
- Install barriers. (12) P-002-1, P-003-2, P-003-5, P-004-1, P-004-5, P-004-9, P-008-1, P-009-2, P-012-1, P-028-1, P-036-2, P-041-2
- Implement time limits for trucks to be able to be on the road. (1) P-002-2
- The on-and-off passing lanes are confusing and dangerous. (1) P-003-6
- Implement fewer speed limit changes from Price to Provo. (1) P-032-6
- Approve more law enforcement. (9) P-004-2, P-004-7, P-010-1, P-020-3, P-034-2, P-038-2, P-045-1, P-054-6, P-060-3
- Add lighting along US 6. (6) P-005-1, P-006-1, P-015-1, P-016-2, P-017-2, P-019-1

- The lines along the roadway need to be painted darker. They are hard to see at night and when it rains. (3) P-018-1, P-019-2, P-020-1
- I would suggest building more gas stations and/or rest areas along US 6. (1) P-019-3
- Restore passing lanes where they were removed. (2) P-021-2, P-021-3
- Reduce the speed limit on US 6. (5) P-041-1, P-054-7, P-023-1, P-024-2, P-024-3
- Don't lower the speed limit. (1) P-032-2
- Leave the curve speed limit signs as close to the posted speed as possible. (1) P-033-2
- Take down old construction signs. (1) P-033-1
- Implement double fine penalties for speeders. (3) P-041-6, P-052-4, P-057-2
- More passing zone indicator signs. (2) P-048-6, P-053-1
- Add rumble strips down the center lane. (1) P-053-2
- Install road reflectors embedded in the roadway. (3) P-053-3, P-058-1, P-048-3
- Use the electric overhead signs to alert drivers of poor road conditions. (1) P-058-2
- US 6 needs better road maintenance. (2) P-058-3, P-058-4

Figure 5-2 depicts the number of comments focusing on Safety Improvement Alternatives.

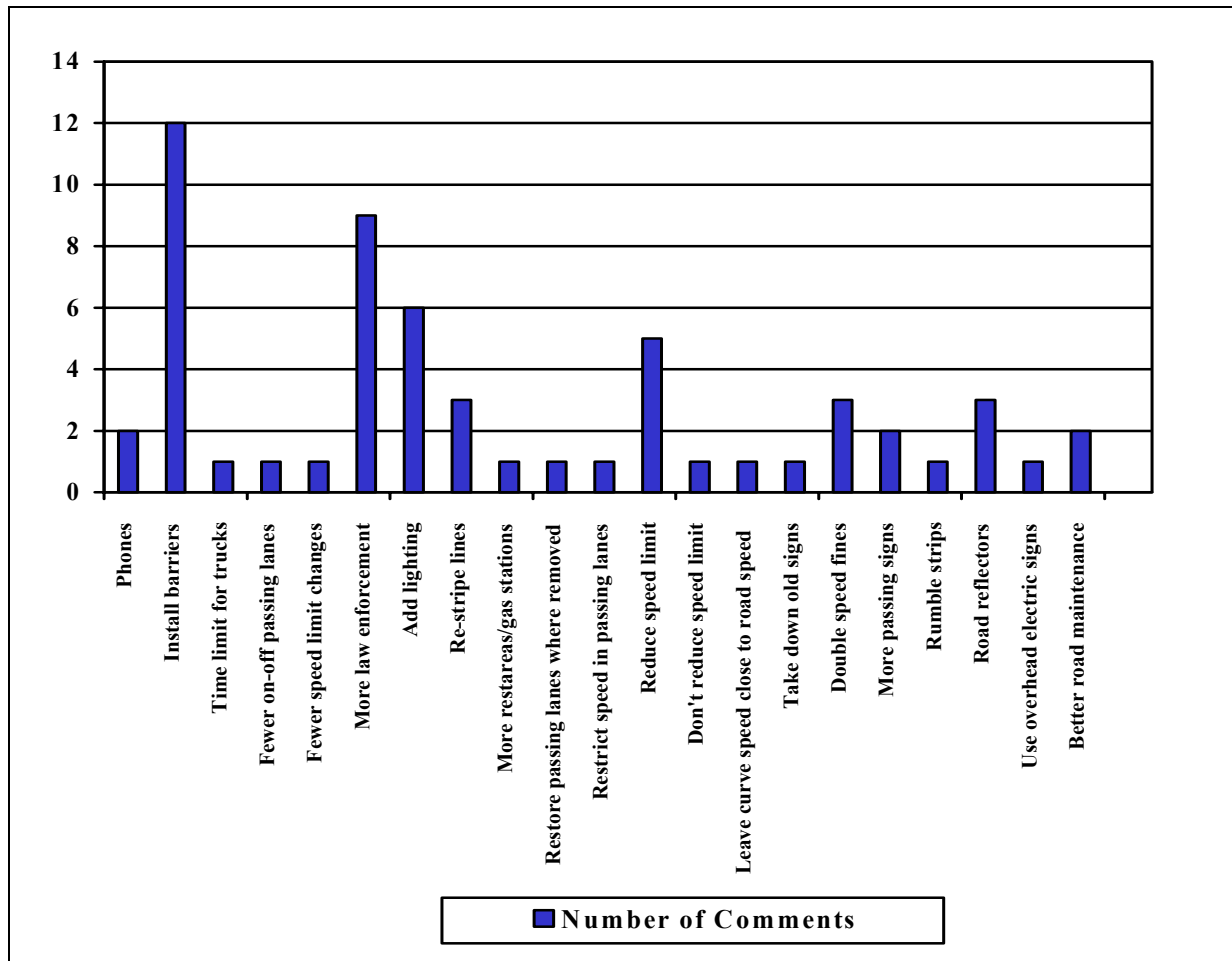


Figure 5-2. Safety Alternative Comments

5.2.3 Mass Transit Alternative (1)

- Consider a commuter-type rail system like Amtrak on US 6. (1) P-045-2

5.2.4 Area of Priority Alternatives (53)

- Follow the priority list identified during the safety study. (1) P-054-2
- Address curves first. (1) P-001-1
- I wonder if you can consider how improvements in straight, lower-cost construction areas can often help eliminate the impatience of unsafe drivers. (1) P-028-6
- Address the areas with the highest number of fatalities first. (1) P-052-3
- Spanish Fork Canyon to the rest area before Soldier Summit should be addressed first. (3) P-019-4, P-020-4, P-042-3
- Complete the project from Spanish Fork to Green River at I-70. (1) P-051-2
- The area around the weight station (port-of-entry) should be addressed first. (7) P-004-4, P-007-2, P-010-2, P-030-4, P-034-3, P-046-2, P-056-1
- I think you should address the area by the coal load-out first. (4) P-006-2, P-008-2, P-009-4, P-011-2
- I believe you should address the final downgrade going toward Helper. (1) P-009-3
- I think you should address the 90-degree turn east of the rest stop. (1) P-012-3
- You should address the area from Price to Wellington first. (1) P-013-2
- Price and Green River. (13) P-022-3, P-025-1, P-025-5, P-026-2, P-028-2, P-029-3, P-031-3, P-032-3, P-034-5, P-035-2, P-037-2, P-039-3, P-049-2
- I think Red Narrows needs to be straightened out first. (10) P-016-3, P-016-4, P-017-3, P-021-4, P-022-2, P-024-1, P-030-3, P-031-2, P-038-5, P-041-4
- Address Price Canyon from Helper to Hilltop area first. (1) P-033-3
- I suggest you address the areas where there is just one lane on each side first. (1) P-005-2

- Please dedicate lanes for exiting southbound off US 6 to the Spring Glen Road. (2) P-062-1, P-062-2
- Replace bridge at Sunnyside Junction. (3) P-034-4, P-035-3, P-040-2
- Restripe the turn lane into the Covered Bridge Subdivision. (1) P-042-1

Figure 5-3 depicts the number of comments focusing on Area of Priority Alternatives.

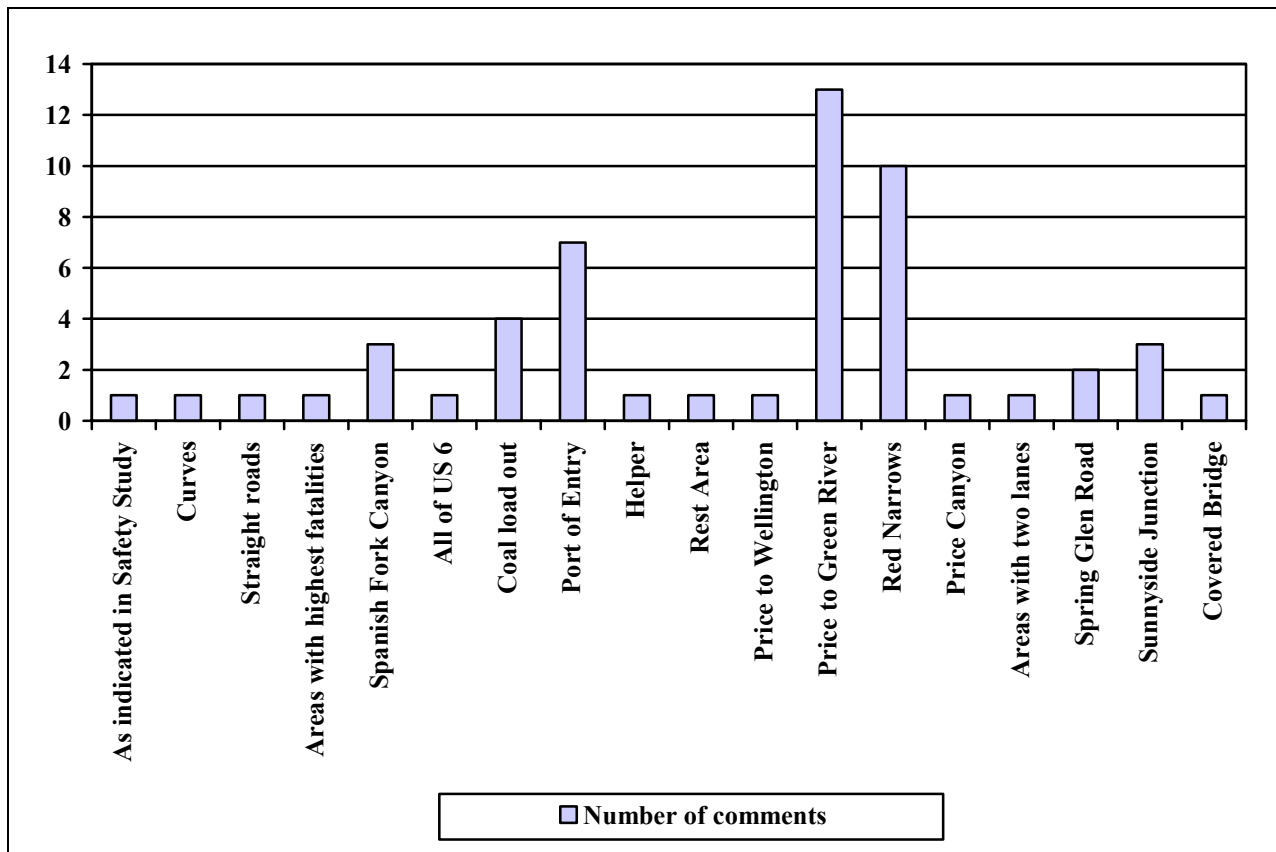


Figure 5-3. Area of Priority Comments

5.3 Affected Environment (45)

During the public scoping period, 27 comments regarding potential impacts to resource areas were received from the public and from various agencies pertaining to their respective jurisdictions.

The majority of the public comments focused on the awareness that big game such as deer and elk are present in the corridor. Several people also commented that the environmental factors in the corridor should not impede improvements that could save human lives.

A breakdown of relevant comments is included below. Copies of the letters/comments are included in Appendix C.

- **Land Use (0)**
- **Farmland (0)**
- **Social (5)**
 - Study should include an estimate of the reduced accident rates. (1) A-001-29
 - Study should include other benefits that result in higher LOS [level of service]. (1) A-001-31
 - Will more trucks use the road? (1) A-001-34
 - Will truck hauling increase? (1) A-001-35
 - Study should address if similar studies have found if speeding increases when roads are improved. (1) A-017-6
- **Relocation (0)**
- **Economic (1)**
 - Study should include an estimate of cost savings from reduced delays. (1) A-001-28
- **Joint Development (1)**
 - South County mayors would appreciate UDOT completing the road improvements from Diamond Fork to the mouth of Spanish Fork Canyon as soon as possible, so the Central Utah Pipeline can be put in and bring water to our cities. (1) P-044-1
- **Considerations Relating to Pedestrians and Bicyclists (0)**

- **Air Quality (4)**
 - Show conformity with SIP [State Implementation Plan]. (1) A-001-18
 - Study should focus on impacts caused from vehicle emissions. (3) A-001-19, A-001-23, A-001-30
- **Noise (0)**
- **Water Quality (22)**
 - Improve the water management and water quality along the roadway. Culvert channelized water causing gullies and siltation to the streams. UDOT should work with landowners to address the water the highway directs upon their land. (2) P-042-6, A-014-1
 - Soil movement may increase sediment to stream. (7) A-017-3, A-009-1, A-009-2, A-009-3, A-009-4, A-009-5, A-001-25
 - Drinking water collection on Spanish Fork Cold Springs could be impacted. (2) A-015-1, A-015-2
 - There are three water bodies in the corridor. (3) A-001-1, A-001-2, A-001-3
 - The EIS should address standard scoping issues pertaining to water quality. (6) A-001-4, A-001-5, A-001-6, A-001-7, A-001-8, A-001-9
 - Soldier Creek is on Utah's 303(d) list of impaired water bodies. (2) A-009-2, A-009-3
- **Wetlands/Waters of the U.S. (11)**
 - Avoid or minimize impacts to wetlands. (10) A-013-1, A-001-10, A-001-11, A-001-12, A-001-13, A-001-14, A-001-15, A-001-16, A-001-24, A-001-25
 - Follow COE 404(b)(1) guidelines. (1) A-001-17
- **Water Body Modification and Wildlife (40)**
 - Consider impacts to the Wilderness Study Areas (WSA) in the corridor. (2) A-018-1, A-018-2, A-018-3, A-018-4, A-018-5, A-018-6, , A-018-7
 - Consider underground trails and other crossings for big game. (15) P-001-4, P-012-4, P-042-2, A-008-1, A-008-2, A-008-3, A-008-4, A-008-5, A-008-6, A-008-7, A-008-8, A-008-9, A-008-10, A-008-11, A-013-2

- There are deer, elk, and other animals that live around US 6 and are frequently involved in accidents with vehicles. (10) P-002-4, P-007-2, P-010-3, P-016-5, P-017-4, P-037-3, P-042-4, P-054-3, A-001-20, A-001-27
- I think more lights will help the wildlife. (1) P-015-3
- I don't think the environmental factors have any value when compared to human life. (5) P-028-3, P-029-4, P-049-3, P-051-3, P-051-5
- Build taller fences to keep the deer off the road from Soldier Summit to Spanish Fork. (1) P-039-2
- Protect native fish. (1) A-017-3
- **Floodplains (1)**
 - FEMA will participate if issues are identified. (1) A-007-1
- **Threatened and Endangered Species (8)**
 - Clay phacelia is located in the corridor. (1) A-010-1
 - Several sensitive, threatened, and endangered species are located in the corridor. (6) A-013-3, A-013-4, A-017-2, A-017-3, A-017-4, A-017-5
 - The study should include a biodiversity analysis for special habitats. (1) A-001-22
- **Historic, Archaeological, and Paleontological Resources (1)**
 - Include a mitigation plan for paleontological resources. (1) A-008-12
- **Hazardous Waste Sites (3)**
 - Study hazardous waste sites on US 6. (1) A-016-1
 - Coordinated hazardous waste studies. (1) A-016-2
 - The study should identify corridor pollution prevention plans. (1) A-001-40
- **Visual (0)**
- **Energy (0)**
- **Cumulative Impacts (4)**
 - The study should address cumulative impacts, monitoring procedures, and mitigation programs. (4) A-001-36, A-001-37, A-001-38, A-001-39

- **Wild and Scenic Rivers (1)**

- There is an initiative underway to proclaim the Price River as wild and scenic [verbal comment to staff].

Figure 5-4 represents the comments received by resource area.

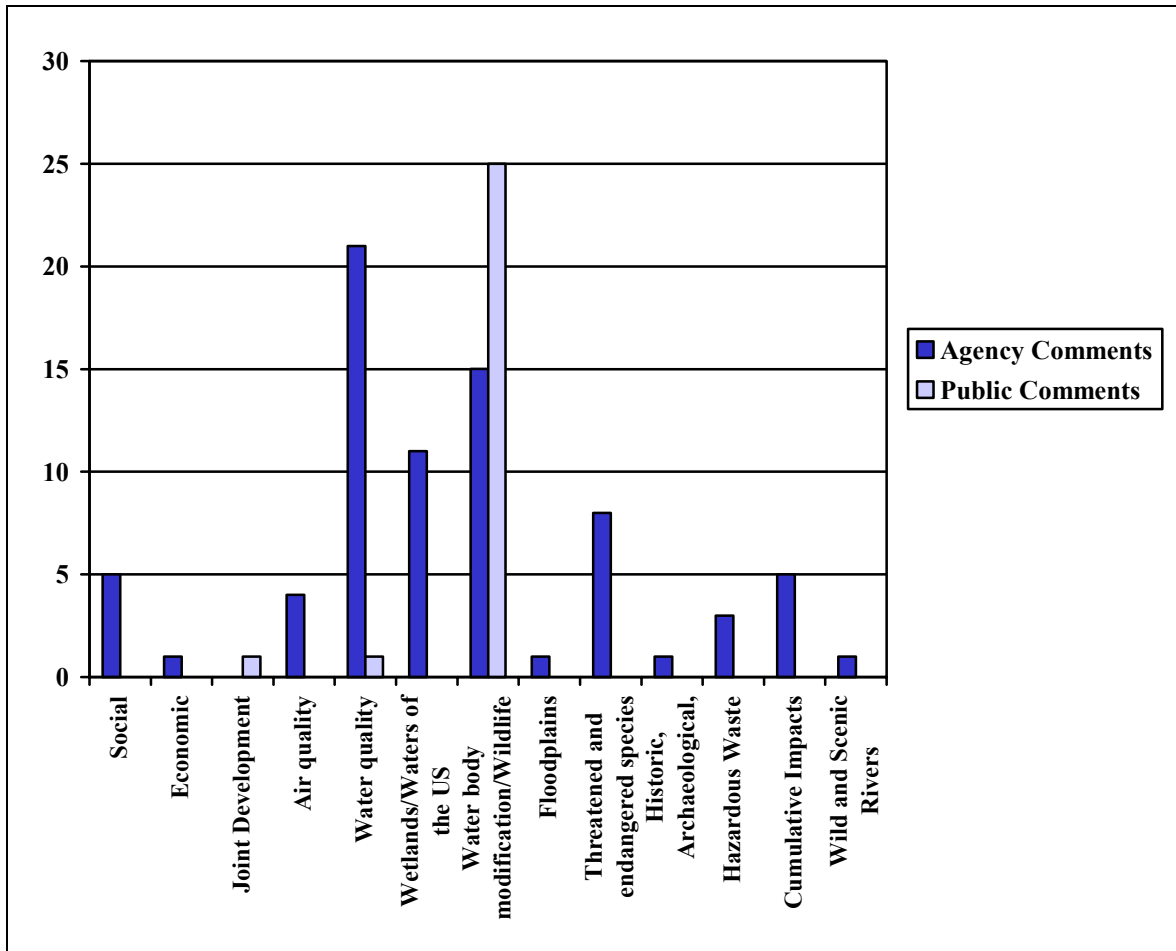


Figure 5-4. Resource Area Comments

5.4 Public Involvement (48)

The public was asked their opinion of the usefulness of the open house. The majority of those responding commented that they felt the open house was easy to understand and that they would consider the open house worthwhile, as long as it helped facilitate results.

- The presentation was easy to understand and worthwhile, as long as there are results. (38) P-001-3, P-005-3, P-006-3, P-008-4, P-009-5, P-010-4, P-011-4, P-013-3, P-014-2, P-016-6, P-017-4, P-019-5, P-020-5, P-021-5, P-025-4, P-026-3, P-027-4, P-028-4, P-029-5, P-030-5, P-031-4, P-032-4, P-034-7, P-035-4, P-036-4, P-038-6, P-039-4, P-040-3, P-041-5, P-042-5, P-046-3, P-048-5, P-049-4, P-050-4, P-051-4, P-052-5, P-054-4, P-002-6
- I am only 13 years old and I understood the presentation. (1) P-002-5
- I appreciate having my concerns addressed. I travel that road all the time. I pray the whole way. (1) P-004-7
- No, this presentation was not easy to understand and no, it was not helpful. (1) P-007-4
- You need to have a meeting for people to tell you what has happened on the road. (1) P-007-5
- I think they could have been more helpful to me and my roommate. (1) P-010-5
- I like the opportunity for drivers of US 6 to make comments on what they think should be improved. (1) P-019-7
- I wasn't able to attend the presentation, but the individuals I spoke to seemed concerned and interested in what I had to say. (1) P-012-5
- I was happy to see people at the open house looking at the roads. I hope we can save lives. (1) P-023-4
- Public input meetings are a joke. It makes no difference what citizens want. We will not participate in your "Open House." (1) P-059-1
- I believe UDOT persists in carrying out its own plans concerning Highway 6. Please listen to ordinary citizens, not to politically motivated UDOT administrators. (1) P-047-1

6.0 Next Steps

6.1 Screening Analysis and Draft EIS

The alternatives that emerged from the US 6 Safety Study and public scoping process will undergo a screening analysis to determine which alternatives to study in the Draft EIS. The Draft EIS (scheduled for release in fall 2003) will provide an in-depth analysis of the US 6 alternatives.

UDOT and the Federal Highway Administration (FHWA) will circulate this Draft EIS to affected local jurisdictions, state and federal agencies, community organizations, environmental and other interest groups, and interested individuals. The document will also be available from UDOT and at public libraries. A 45-day formal public comment period on the Draft EIS will begin when the document is issued. In addition, public hearings will be held during the comment period to receive additional comments.

6.2 Final EIS and Mitigation Commitments

The Final EIS will document and address comments received on the Draft EIS. It will also document any mitigation commitments that might be associated with the US 6 alternatives.

6.3 Federal Approval

Soon after the Final EIS is issued, a Record of Decision (ROD) will be issued by FHWA.

NOTE: A transcript of the comments is available on request.